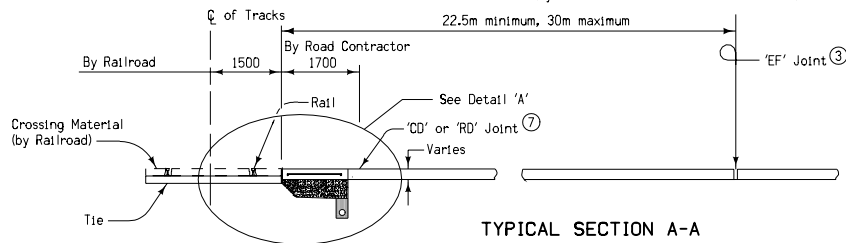
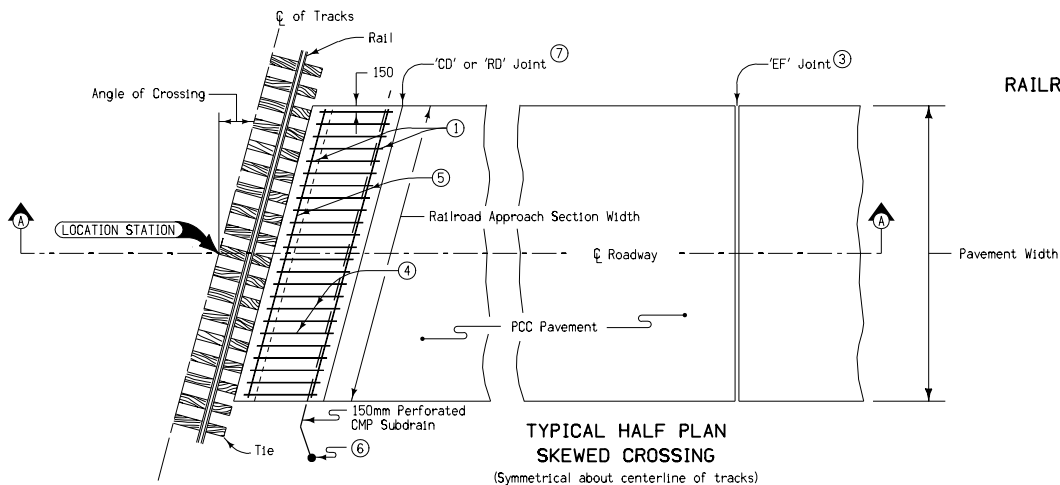


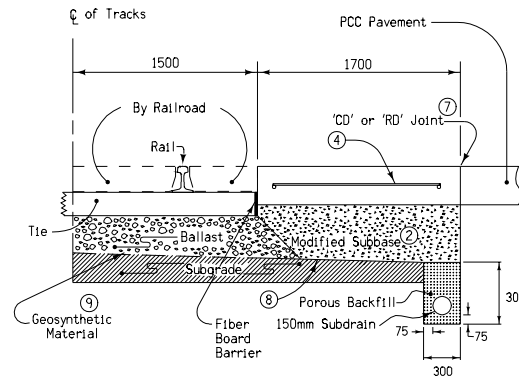
**TYPICAL HALF PLAN
STRAIGHT CROSSING**
(Symmetrical about centerline of tracks)



TYPICAL SECTION A-A



**TYPICAL HALF PLAN
SKEWED CROSSING**
(Symmetrical about centerline of tracks)





**DETAIL 'A'
RAILROAD APPROACH DETAILS**

GENERAL NOTES:

Contract Item is: "Railroad approach Section, P.C.C."

- ① Reinforcing steel bars shall be wire tied at all intersections with other bars. Reinforcing bars shall be lapped a minimum of 1 foot when necessary and securely wire tied.
- ② Ballast meeting Railroad specifications may be substituted for modified subbase.
- ③ Refer to Standard Road Plan RH-52.
- ④ #15 Bar X 1.5 meters at 300 millimeter centers located at half of the pavement thickness.
- ⑤ #15 Bar X (Approach width - 100 millimeters)
- ⑥ Outlet subdrain into ditch or storm sewer. See Standard Road Plans RF-19C and RF-19E. Slope subdrain to drain.
- ⑦ Refer to Standard Road Plan RH-50.
- ⑧ Slope per AREMA specifications.
- ⑨ Geosynthetic Material need not be placed under Modified Subbase.

All dimensions given in millimeters unless noted.

M			
	Iowa Department of Transportation		
	Highway Division		
	STANDARD ROAD PLAN		RH-6
	REVISION: Changed subbase details.		REVISION NO. 14
METRIC VERSION			REVISION DATE 04-15-03
	APPROVED BY DESIGN METHODS ENGINEER		
	PCC RAILROAD CROSSING APPROACH SECTION		